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Sherry
\$18.00 per dozen.
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458 12, Queen's Road.

The China Mail.

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Fine Old
FRUITY-
PORT
\$17.00 per dozen.
H. PRICE & CO.,
458 12, Queen's Road.

No. 12,716

號八廿月二十年三零百九千一英

HONGKONG, MONDAY, DECEMBER 28, 1903.

日十初月一十年卯癸

PRICE, \$3.00 Per Month

MACWEN FRICKEL & CO.
SHIPPING AND FORWARDING DEPARTMENT.
CHINA PARCEL EXPRESS.

SHIPPING DATES.
To England... 3rd Jan.
To France... 28th Dec.
To Germany... 4th Jan.
To Italy... 11th Jan.
To United States via San Francisco... 29th Dec.
To United States via Suez Canal... 10th Jan.
To India... 5th Jan.
To South Africa... 12th Jan.
To Australia and New Zealand... 12th Jan.
Estimates for Freight and "free delivery" charges upon receipt of Cubic Contents and Weight.
DELIVERY ANYWHERE.
Office—3, DUNDRELL STREET,
Hongkong, December 28, 1903. 2547

Wanted.

WANTED.

TWO Friends to Share Large Bedroom in Knutsford Terrace, with or without board.
Address—
Care of "CHINA MAIL" Office,
Hongkong, December 15, 1903. 2532

Intimations.

NOTICE TO THE WEARIED.

THERE is no nicer place to spend a few days in quiet rest than
MACAO.
And there is no more comfortable Hotel in the Far East, than the
MACAO HOTEL.
Wm. FARMER,
Proprietor.
Hongkong, December 23, 1903. 2587

MADAME FLINT & CO.

LA MODE DE PARIS.

MILLINERY AND DRESSMAKING.
CONNAUGHT HOTEL, Rooms 1 and 5.
Hongkong, September 16, 1903. 1904

WILLIAM MACLEOD, D.D.S.,
DENTIST.

11 & 12, BEAUFIELD AVENUE,
Hongkong, September 22, 1903. 1768

MEE CHEUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateur.
EXTRAORDINARY SPECIAL FAVORITE.
BRANCH HONGKONG HOTEL CORRIDOR,
1587

ZETLAND HOUSE,
No. 10, QUEEN'S ROAD CENTRAL.

SUPERIOR ACCOMMODATION.
Moderate Charges.
MRS. WATLING,
Proprietress.
Hongkong, January 14, 1903. 96

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MRS DONALDSON (Daughter of Professor F.F. WALLACE, of Regent's Dancing Academy, Glasgow) has pleasure in advertising a **SECOND BEGINNERS' CLASS** to open in the CITY HALL shortly.
Practice twice weekly... Fee \$10 a month.
Pupils will please enroll at the Robinson Piano Co., Ltd.
Hongkong, December 1, 1903. 2412

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
HER THE PRINCE OF WALES

Supplied at all the leading Clubs and Hotels, and to be obtained from **LANE, CRAWFORD & Co.,** Queen's Road Central.

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Pumps, Packings, General Stores, and Engineers' Tools of Every Description.

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Hongkong-Canton Line.

s.s. HONAM, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,260 tons, Captain A. W. Dixon.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 2,309 tons, Captain J. J. Lousias.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), and at 5.30 p.m. (Sunday Excepted).
Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

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Departures from Hongkong to Macao daily at 2 p.m. (Sunday excepted).
Do. from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 2,19 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 a.m., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 a.m.

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Canton-Wuchow Line.

s.s. SAINAM, 688 tons, Captain B. Branch.
s.s. NANNING, 689 tons, Captain C. Butcher.
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Departures from Canton and Wuchow about five times every week. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.
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T. P. HALL,
1, Prince's Building, 3rd Floor.
Telephone 418.
Hongkong, August 24, 1903. 1647

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DENTIST.

LATEST AMERICAN METHODS.
REASONABLE PRICES.

NO CHARGE FOR EXAMINATIONS.

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31, QUEEN'S ROAD CENTRAL,
First Floor, WATKINS' BUILDING.
Hongkong, October 29, 1903. 2206

Bovril supplies to the body the nourishment it requires, and makes good the muscle, tissue and energy spent during the hurry and worry of the day's work. The very embodiment of strength and sustenance in a digestible form is Bovril.



To be obtained at all Stores, Chemists, Grocers, &c., throughout Hongkong, China and Japan.

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28 & 29, LEE YUEN STREET (WEST),
HONGKONG.

DEALERS IN
All Sorts of COPPER, BRASS, STEEL
IRON WARE, &c.
STEEL GIRDERS and TEES,
CORRUGATED IRON, PIG IRON, &c.,
Suitable for
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Hongkong, May 29, 1903. 1227

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THE GOURPORE CO. LD.,

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Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LUXLEY & CO.,

Sole Agents,
Hongkong.
Cable Address "Luxley," Hongkong.
Hongkong, July 22, 1903. 1519

YING KEE,
REFRESHMENT CONTRACTOR and CATERER.

Ball Suppers, Dance Suppers, Picnics, Luncheons, and At Homes Catered for. Cutlery, Crockery, and Table Linen on hire.
For Terms, apply to YING KEE, (First Floor) 50, Des Vaux Road Central.
Hongkong, December 14, 1903. 2513

JAVA-CHINA-JAPAN

LIJN.

啟華中國日本荷蘭輪船公司
REGULAR STEAMSHIP LINE FROM
JAVA TO CHINA AND JAPAN,
AND BACK.

THE HEAD AGENCY of the above Company has been OPENED at No. 3, DUNDRELL STREET.

R. BISSCHOP, General Agent.

Hongkong, October 6, 1903. 2055

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,
(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

Bell's Asbestos "Daggers," "Damon," and other well known packings for Piston Rods, etc., suitable for highest pressures. Pump Packings, Jointing Material, Asbestos Cloth, Tape, and Boiler Door Joints, cast-iron or non-metallic—Rubber and Vegetable Fibre Valves for Air and Circulating Pumps. Gauge Glasses, Packing rings of Asbestos, Rubber and Woodite.

Bell's Asbestos Non-conducting Composition for covering Boilers, Steam Pipes, etc. (only best quality kept). Boilers covered with Bell's Composition repay expense of covering in a few months by saving of fuel. Estimates given for Covering Boilers, etc. Bell's Asbestos Expansion Tape, Millboard, Insertions, and Rope.

Bell's Asbestos Special Engine Oil—unsurpassed for Marine Engines. A large Stock of Engine and Cylinder Oils always in hand.

Bell's Asbestoline—a Solid Lubricant, clear and efficient—1 lb. is equal to from 2 to 4 gallons of oil.

Bell's Boiler Preservative speedily removes existing scale and prevents corrosion—does not injure the plates.

Asbestos Packing-Cocks, Stop Valves, and Gauge Columns. Steam Gauges and other engineers' requisites always in stock. Lists and Prices on application.

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FANCY LEATHER GOODS in Great VARIETY.

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XMAS AND GENOA CAKES.

GROSSE AND BLACKWELL'S

XMAS PUDDINGS!!!

FILBERTS, BRAZILS, ALMONDS, BARCELONAS,

ELVAS PLUMS, CARLSBAD PLUMS.

FIGS. FIGS. FIGS.

CADBURY'S SELECTED CHOCOLATES.

CHOICE SWEETS and CONFECTIONERY.

MUSCATELS, ALMONDS, METZ FRUITS.

SULTANAS, CURRANTS, RAISINS.

TOM SMITH'S and CALEY'S CRACKERS.

GORGONZOLA, STILTON, and McLAREN'S

CHEESE.

SELECTED YORK HAMS.

DOLLS! TOYS! DOLLS!

LANE, CRAWFORD & Co.

Hongkong, December 7, 1903.

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(Wine Shippers to China since 1815).

Have always Stocks of their well-known Brands with

Hongkong, 15th July, 1901.

SIEMSEN & CO. 1441

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FROM

CHARLES HEIDSIECK

PURVEYOR TO HIS MAJESTY KING EDWARD

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

PARRITCH FOR MUSCLE,

WHISKY FOR PLUCK!

Watkins' Dundee Whisky,

BEST ON EARTH.

Watkins Limited.

TO MAKE YE DANCE SAE LIGHT AN' FRISKY.

JUST SAMPLE WATKINS' DUNDEE WHISKY.

BOARD AND RESIDENCE.

"KILLADOON,"

ON North Spur of MORRISON HILL,

151, WANCHAI ROAD—EIGHT

Airy and well-furnished Double and Single

Rooms, with full view of the Harbour.

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Hongkong, July 7, 1903. 1416

TANG YUEN.

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Splendid View of Harbour.

No. 18, MACDONNELL ROAD.

Under European Management.

Apply at the House,

or

At FAIRALL & CO.,

Opposite Hongkong Hotel.

Hongkong, June 10, 1903. 67

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Portland Cement.

In casks of 375 lbs net, \$4.75 per cask, ex Factory.
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Glazed Stoneware, Drain Pipes and Fittings, Grates

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GENERAL MANAGERS.

VICTORIA DISPENSARY.

Dakin's Aniseed and Licorice Cough Balsam
for
Coughs, Colds, Hoarseness, and Soreness of the
Throat—Price 50 cents and \$1.00.

CRICKSHANK'S COUGH REMEDY,
A valuable remedy for Influenza, Colds, Bronchitis,
Asthma, and all Diseases of the Chest and
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WELL FURNISHED THROUGHOUT.

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OFFICES.—EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevators

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply

THE MANAGER 31

MAC LAREN'S

CANADIAN CHEESE

In Jars (Medium and Small) Wholesale and Retail from

LANE, CRAWFORD & CO.,

Hongkong, May 6, 1903. 863

FAIRALL & CO.

HIGH-CLASS DRESSMAKERS, MILLINERS

AND DRAPERS,

ARE NOW SHOWING

Robes, Nets, and Trimmings of Sequin, in Black, Silver, and Colored.

Crepe de Chines and Mousseline Voiles (the latest for Ball

Gowns); Flowers in Garlands and Trains for Evening Wear.

A LARGE SELECTION OF BROCADED SILK SUITABLE FOR EVENING

CLOAKS AND COATS.

Hongkong, November 16, 1903. 1656

W. BREWER & CO.,

QUEEN'S ROAD.

CHRISTMAS AND NEW YEAR PRESENTS.

NEW VOLUMES—Boys' and Girls' Annual, Young England, Little Folks, Chattebox,

Nester's Annual, &c.

A LARGE STOCK OF BOOKS SUITABLE FOR ALL AGES.

Pocket Books, Letter Cases, Cigar Cases, Cigarette Cases, Writing Cases, Albums

and Leather Goods of all kinds.

MANY OTHER GOODS SUITABLE FOR PRESENTS.

CHRISTMAS AND NEW YEAR CARDS.

CALDBECK MACGREGOR & CO.

Wine and Spirit Merchants.

15, QUEEN'S ROAD,

HONGKONG.

LONDON—RANGOON STREET, CRUTCHED, PRIORS.

GLASGOW—ST ENOCH'S SQUARE.

SHANGHAI—FOOCHOW ROAD.

SINGAPORE—RAFFLES QUAY.

Telephone No. 75.

Hongkong, December 11, 1903.

Intimations.

G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINCE-NEZ AND EYE PRESERVES.
G. FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

EASTMAN'S KODAKS AND FILMS.

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JAPAN



COALS.

mitsui BUSSAN KAISHA
(MITSUI & CO.)

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LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET, FIRST FLOOR.

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Telegraphic Address: "MITSUI" (A.B.O. and A 1 Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armada and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano, and Ito Coal Mines. SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinaka, Mamada, Mannoura, Onoura, Otsu, Sesshara, Tsubakura, Yoshinaka, Yohio, Yumokibara, and other Coals.

N. INUZUKA, Manager, Hong Kong.

Hongkong, April 28, 1903.

Intimations.

HUMPHREYS' ESTATE & FINANCE COMPANY, LIMITED.

SHAREHOLDERS are hereby Notified that in accordance with the Special Resolution passed on 11th October, and confirmed on 18th November, 1903, they are entitled on Application to an Allotment of one Share for every two old Shares held by them. Forms of Application will be sent to every Shareholder.

The Sum of \$2.50 per Share will be payable, on application, on or before the 4th of January, 1904. Two Months' Notice of any Calls will be given.

Shareholders desirous of paying on or before the 4th January, 1904, the whole Amount payable in respect of their Shares, can do so, and in such event will receive fully paid up scrip in Exchange.

The New Issue will rank for Dividend pro rata from 1st January, 1904, according to the amount paid on such Shares on 4th January, 1904.

The REGISTER of SHARES will be CLOSED from 17th December, 1903, to 4th January, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, December 1, 1903. 2415

HONGKONG-MACAO LINE.

S. S. "WING CHAI," Captain Samuel Bell Smith.

DEPARTURE from Hongkong on week days at 7.30 a.m.; from Macao week days at 8.30 a.m.; from Macao week days at about 2 p.m.; Sundays at about 7.30 p.m. FARE (week days) 1st Class (including cabin and servant) \$3. Return Ticket \$5. 2nd class \$1. 3rd. 50 Cents.

On excursion Sundays 1st, 2nd, 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket, including cabin and dinner either on board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin which has accommodation for 2 or more passengers.

Wharf—At the Western end of Wing Lok Street. The steamer runs an excursion trip every Sunday. It takes only 3½ hours to reach Macao.

MING ON & CO., 2nd Floor, 16, Victoria Street, Hongkong, September 7, 1903. 1859

CHAS. J. GAUFF & Co.,

Chronometer, Watch & Clock Makers, Jewellers, Gold & Silver Workers.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES. RITCHIE'S LIGHT AND POWER COMPASS. ADMIRALTY & IMRAY CHARTS. NAUTICAL BOOKS.

English Silver & Electro-Plated Ware. Christofle & Co.'s Electro-Plated Ware. GOLD & SILVER JEWELLERY.

DIAMONDS AND DIAMOND JEWELLERY.

Splendid Collection of the Latest London Patterns, very moderate prices. 472

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7.30 a.m. to 8.00 a.m. Every 10 minutes.
8.00 a.m. to 8.30 a.m. Every 15 minutes.
8.30 a.m. to 9.00 a.m. Every 10 minutes.
9.00 a.m. to 9.30 a.m. Every 15 minutes.
9.30 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.00 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 12.30 p.m. Every 15 minutes.
12.30 p.m. to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.30 p.m. Every 15 minutes.
3.30 p.m. to 4.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.30 a.m. Every 15 minutes.
11.30 a.m. to 12.00 p.m. Every 10 minutes.
12.00 p.m. to 1.00 p.m. Every 15 minutes.
1.00 p.m. to 2.00 p.m. Every 15 minutes.
2.00 p.m. to 3.00 p.m. Every 15 minutes.
3.00 p.m. to 4.00 p.m. Every 15 minutes.

NIGHT CARS on Week Days.

SATURDAYS.
Extra car at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, June 4, 1903. 1061

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, ANNA, TRINITY, CORBA AND JAPAN.

Illustrated to the Society of the MISSION EXCHANGERS.

(Translated by EDWARD HANPER PARKER and Reprinted from THE CHINA REVIEW.)

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WEEKLY NEWS FOR HOME.

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(In English and Chinese.)

WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at the Office.—Price \$1 each.

CHINA MAIL OFFICE.

Intimations.

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A HIGH-CLASS PRIVATE HOTEL.

Ladies Afternoon Tea Rooms. Private Bar and Billiard Rooms. Hot and Cold Water throughout.

Electrically Lighted. Electric Fans (if required). Electric Passenger Elevator to each Floor. Table D'Hotel at Separate Tables.

For terms, &c., apply to the MANAGER.

Hongkong June 10, 1902. 122

FRESH XMAS CAKES.

TRY Our Fresh XMAS CAKES made from the best ingredients and Pure Fresh AUSTRALIAN BUTTER.

We can supply at present 1 lb., 2 lbs. and 3 lbs., and of other Sizes made to order by giving previous notice.

Cost. Pests Orders will be carefully attended to.

H. RUTTONJEE, No. 5, D'Almeida Street, 38 to 39, Elgin Road, Kowloon. Hongkong, December 14, 1903. 2524

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FIRE—Marine—Typhoon—Accident (special tourist forms)—Fidelity Guarantees—Plate Glass.

Policies issued at current rates. W. H. T. DAVIS, Manager. Office hours, 10 a.m. to 4 p.m. Saturdays, 10 a.m. to 12.30 p.m. 407

號和廣 KWONG WO,

COAL MERCHANTS, No. 17, CHIU LOONG STREET (NEAR MESSRS. LANE, CRAWFORD & CO. HONGKONG, CHINA.

Hongkong, August 14, 1903. 1254

THE COMMERCIAL LAW AFFECTING CHINESE.

With Special Reference to PARTNERSHIP REGISTRATION AND BANKRUPTCY LAWS IN HONGKONG.

(Reprinted from the China Mail.)

For Sale at the China Mail Office, Price 50 cents.

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Payable Quarterly in Advance.

EXCHANGE LINES: \$100, and Private Lines by arrangement.

N.B.—A Special Charge is made for lines of more than average length.

DESK TELEPHONES. For a small additional annual charge Desk Sets can be supplied.

ELECTRIC FANS.

ELECTRIC SUPPLIES Of Every Description in Stock, including:

BATTERIES, CHEMICALS, INSULATORS, LIGHTNING CONDUCTORS, SWITCHES, TELEPHONES, WIRE, etc., etc.

Sent for Price Lists.

ELECTRIC BELL INSTALLATIONS. Erected and Maintained.

Estimates given Free for all kinds of Electrical Work.

Trained Mechanics sent to Out-Ports of 1st up Installations if required.

NOTE ADDRESS:—2 ICEHOUSE ROAD.

For full particulars, &c., &c., apply to

W. STUART HARRISON, A.M. Inst. O.E., Manager.

Hongkong, April 2, 1903. 140

Intimations.

STEAM TO CANTON.

THE Splendid new Steel Twin Screw Steamer "KWONG CHOW."

1774 Tons, Captain Walker, leaves HONGKONG for CANTON at 8.30 p.m. on SUNDAYS, TUESDAYS AND THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 p.m. Unexcelled accommodation for First Class Passengers. Ship lighted throughout by Electricity.

Passengers Fare \$4.00 Single Journey. Meals \$1.00 each.

The Company's Wharf is West of the Hongkong Harbour Master's Office.

SHIU ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST, Hongkong, May 30, 1903. 611

MR. W. C. JACK,

Member of the Institute of Naval Architects, Late Assistant Manager at Kowloon Dock.

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Hongkong, 1st March, 1903.

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Hongkong, March 24, 1903. 648

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For full particulars, &c., &c., apply to

W. STUART HARRISON, A.M. Inst. O.E., Manager.

Hongkong, April 2, 1903. 140

To Let.

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HOUSE No. 2, QUEEN'S GARDENS as from 31st December, 1903. Apply Messrs JARDINE, MATHESON & CO. Hongkong, December 12, 1903. 2504

Dentistry.

SUI SANG, Lately Practising with Dr. I. SAKATA, DENTIST, Connaught Road, near Blake Pier. Hongkong, December 3, 1902. 623

TERMS VERY MODERATE. Consultation Free. Hongkong, April 24, 1900. 628

Hotels.

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Alterations and additions to Advertisements on Pages 2, 3, 6 and 7, should be sent to this Office not later than 11 a.m. New Advertisements should be sent in before 3 p.m.

BAIN & REID, CHINA MAIL Office, Dec. 1900.

EXAMINATIONS: THE TABLES TURNED.

The Monthly Review brings one aspect of the Education question into focus by printing a set of ideal examination papers—ideal, that is to say, from one point of view. The following extracts will give a fair idea of the principle on which this clever skill proceeds:—

EXAMINATION PAPER FOR PUBLIC SCHOOLS.

Part I. (for Headmasters only.)

1. State briefly your qualifications for the post which you now hold in order of importance, giving dates where necessary.

2. How far do you consider the expression 'a cure of souls' applicable to a headmaster? Clerical headmasters should give the dates of Ordination and of appointment as headmaster.

3. Mention any three educational reforms which may be tried to the deliberations either of the Headmasters' Conference or of the Incorporated Association of Headmasters.

BRIDGE—A SUGGESTION.

Its Prospective Decline.

It may seem ridiculous, in the eyes of the Bridge maniac, to speak lightly of the decline and fall of this admirable and fascinating game. Yet it will not last for ever, says "E. H. L. W." in the *Pall Mall Gazette*. It may not be moribund as yet, but some day it will inevitably pass away before some victorious successor, and a few old fogies in an obscure corner of the card-room will alone be left to abuse each other for impossible declarations. Gamers of skill pursue, the world over, much the same course. At first, they attract the attention of that vast floating population that has attempted other games and failed to hold its own. They fit eagerly to something new, as moths on a summer evening make headlong for the flame of a candle. To bridge they come in their thousands—all who had tried the elder game, and found themselves edged out by superior talent. What had grown too difficult, there was too much to remember—too many conventional leads to be borne in mind—to much recrimination for forgetfulness on the part of elderly and crusty partners. Bridge afforded an opportunity for a fair start—on equal terms. The old conventions were overthrown, and new ones had not arisen to take their place. That they would arise, sooner or later, was of course obvious enough. It is plain now that in a few years the new game will be as fettered with these by-laws (generally the fruit of American inventiveness) as the old. Then the unskillful will once more be forced to new pastures, and bridge shall find its successor.

The weak point in the game, some are beginning to say already, lies in the 'no trumps' declaration. It was well enough in the early days, when players had not yet discovered that it paid to declare no trumps, as a rule, with but a moderate hand. But now the lesson is learned by most and taken to heart; and in consequence you may see players (especially when they have profited by one or two initial successes), declaring again and again with wearisome iteration, and (what is worse) bringing it off every time. Now, a no-trump game is pleasant by way of variety, but nothing but no-trump games become monotonous. There cannot be the same scope for skillful play as when some suit is declared: the dealer has matters too much his own way. Upon this rock bridge may split, and let in the older game once more—to the delight of its few faithful votaries.

REVIVAL OF WHIST.

When whist does return to us, it might be worth while to consider whether it would not be well to make a subtle combination of the two games. The mention of such a possibility will, no doubt, seem to many rank blasphemy, but I am inclined to believe a few judicious alterations might restore to the older game its vanished popularity. Why should there not be an occasional compulsory 'no trumps' declaration at whist? I cheerfully present my scheme to the authorities, or to any who may like to try a new variation of the game. Let us say that whenever an honour is turned up by the dealer the rule should be for that hand to be played like a 'no trumps' hand at bridge. I hereby give leave to all and sundry to play this game without fee or license, and to call it by any name they choose. There would, of course, be no 'dummy'—and this, I think, would add considerably to the interest of playing a no-trump hand. At all events, when whist reasserts its ancient influence, let this variant have a trial. It would be a pity not to preserve a feature or two of a game once so popular as bridge.

Time and Money.

Sickness causes a loss of both time and money. You lose the time and have the expense of medical attendance, entailing a double loss. This can be avoided by using some reliable remedy at the first stage of the sickness. The purchase of a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy often proves a profitable investment, for, by its use at the first appearance any unusual looseness of the bowels, a severe attack of diarrhoea or dysentery may be averted, that might otherwise compel a week's cessation from labor. Every household should have a bottle at hand. It never fails and is pleasant to take. Get it today. It may save a life. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

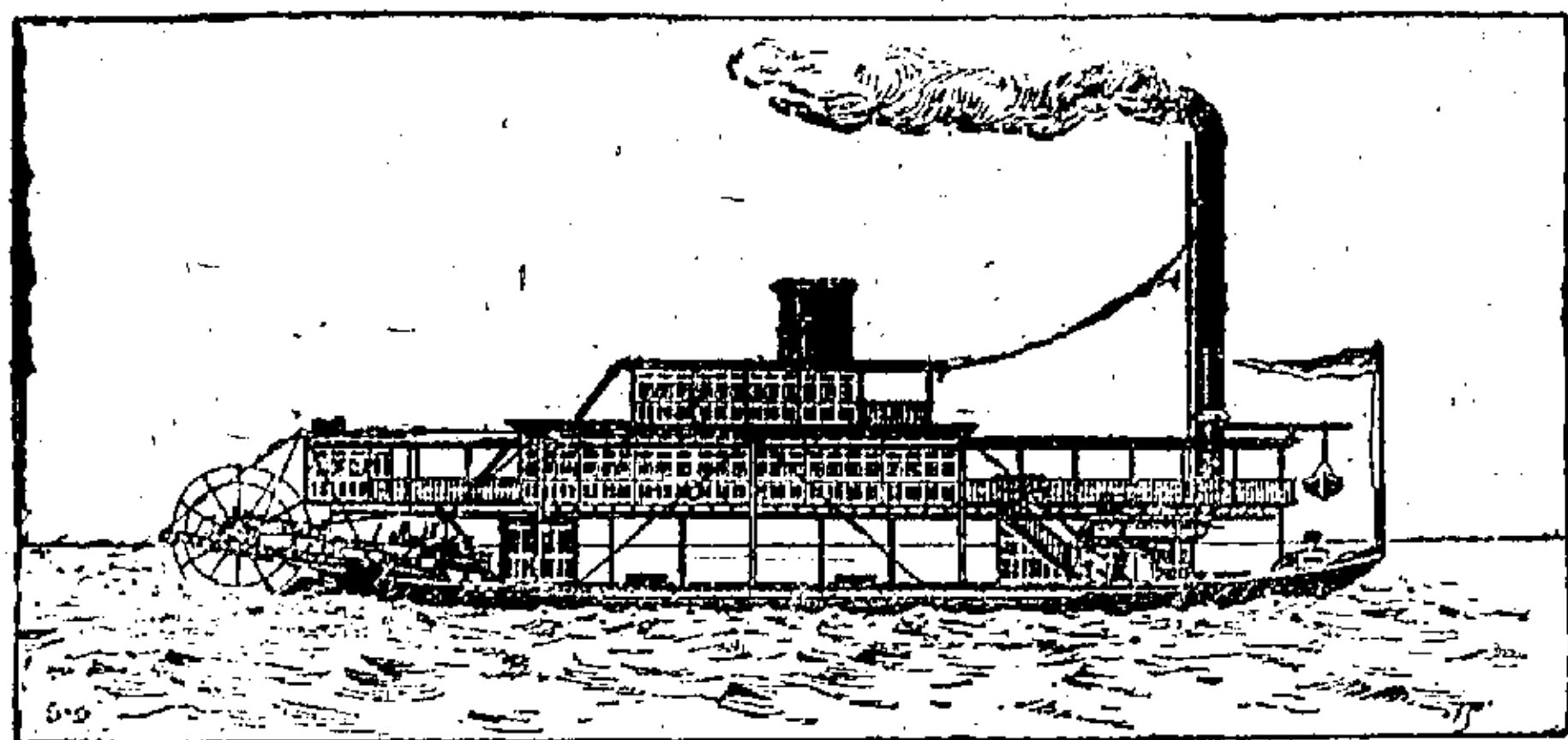
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The FLAVOUR is exquisite.

The AROMA delicate and fine.

Smoked everywhere, NORTH, SOUTH, EAST, and WEST, in fact ALL OVER THE UNIVERSE.

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STEAMERS have been found by experience to be the best type of vessel for shallow river navigation under many conditions of working, and of these Messrs. Yarrow have built a very large number of successful examples for all parts of the world.

Vessels on this system are constructed when required, to draw as little as 10 inches.

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9, BEACONSFIELD ARCADE.

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LEA & PERRINS' SAUCE.

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By G. TAYLOR, I. M. Customs.

With Woodcut.

[Reprinted from the China Review.]

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The Life of Trade.

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Established over Half-a-Century

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Abercrombie	despatch-vessel	1700	—	300	Comdr. O. de B. Brook	Yokohama
Albatross	battleship, 1st class	12,950	16	13,500	Captain T. H. M. Jerram	Hongkong
Albatross	aloop	7050	6	1500	Comdr. R. Nugent	Singapore
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham C.V.O.	Hongkong
Blenheim	cruiser, 1st class	8600	12	13,500	Captain F. G. Stopford	Hongkong
Drumblie	gunboat, 1st class	710	6	1200	Lieut. Com. F. M. Leake	Hongkong
Edinburgh	gunboat, 1st class	710	6	1200	Lieut. Comdr. T. D. Pratt	Hongkong
Cressy	cruiser, 1st class	12,900	14	21,000	Captain Henry M. Tudor	Nagasaki
Cherub	water tank and tug	390	—	300	—	Hongkong
Eclipse	cruiser, 2nd class	5500	12	9000	Captain Robert H. S. Stokes	Hongkong
Esperanza	aloop	1070	10	1400	Comdr. Ernest Barton	Wohaiwei
Fame	torpedo boat destroyer	360	6	800	—	Hongkong
Faradise	cruiser, 3rd class	1580	12	3200	Comdr. P. V. Lawes, D.S.O.	Hongkong
*Glory	battleship, 1st class	12,950	16	13,500	Captain W. A. Carter	Hongkong
Helm	torpedo boat destroyer	275	6	4000	Lieut. Com. H. L. Wall	Wohaiwei
Hart	torpedo boat destroyer	275	6	4000	—	Hongkong
Hammer	torpedo boat destroyer	1640	—	200	Comdr. J. D. Daintree	Wohaiwei
Janus	torpedo boat destroyer	280	6	3900	Lieut. Comdr. G. B. Powell	Yungkee-Kiang
Kinshasa	river gunboat	—	4	—	Lt. Comdr. G. B. Stopford	Hongkong
Leviathan	cruiser, 1st class	14,100	—	31,500	Lt. Comdr. G. C. Webster	Macao
Moorehead	river gunboat	180	2	800	Comdr. C. W. S. Plenderle	Wohaiwei
Mutine	aloop	980	10	1400	Captain R. P. Paine, C.M.G.	Wohaiwei
Ocean	battleship, 1st class	12,950	16	13,500	Lt. Com. G. G. Godington	Hongkong
Otter	torpedo boat destroyer	350	6	6300	Comdr. W. H. Nicholson	Amoy
Phenix	aloop	1015	6	1400	Captain Morris H. Bayly	Hongkong
Rambler	Surveying-vessel	835	6	650	Com. W. St. A. Wake	Canton
Rinaldo	aloop	980	10	1400	Lt. Com. John P. Ryan	Manila
Robin	river gunboat	85	2	240	Lieut. Com. Murray Lockhart	Shanghai
Rosario	cruiser, 2nd class	3600	8	9000	Capt. C. H. H. Moore	Shanghai
Sandpiper	river gunboat	85	2	240	Lt. Comdr. Davidson	Yungkee-Kiang
Sirius	cruiser, 2nd class	3600	8	9000	—	Hongkong
Snipe	torpedo boat destroyer	355	6	6300	—	Hongkong
Sparto Wharf	torpedo boat destroyer	280	6	6300	—	Hongkong
Talbot	cruiser, 2nd class	5600	11	9000	—	Hongkong
Tamar	receiving ship	4050	6	—	—	Hongkong
Teal	river gunboat	180	2	800	Lt. Comdr. R. V. Dugmore	Yungkee-Kiang
Thetis	cruiser, 2nd class	3600	8	9000	Capt. J. A. G. Wilkinson	Manila
Tweed	coast defence gunboat	363	3	200	Lieut. Forbes	Hongkong
Vergil	battleship, 1st class	12,950	16	13,500	Capt. Leslie Stuart, C.M.G.	Yungkee-Kiang
Vindex	aloop	980	10	1400	Comdr. S. St. John Macdonald	Hongkong
Virago	torpedo boat destroyer	335	6	6300	Lieut. Comdr. A. B. Barker	Hongkong
Waterwitch	surveying ship	420	—	450	Lt. Comdr. Ernest O. Hardy	Hongkong
Whiting	torpedo boat destroyer	360	6	5000	In Reserve	Hongkong
Woodcock	river gunboat	160	2	800	Lieut. Com. Hugh Somerville	Manila
Woodlark	river gunboat	160	2	800	Lieut. Com. Wason	Yungkee-Kiang

* Flag of Admiral Sir Cyrrhus A. G. Bridge, R.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Aspern	Austrian cruiser	962	—	—	Capt. Friedrich Grinzenberzen	Shanghai
Acheron	French gunboat	1798	—	—	Captain Laffortiere	Yokohama
Alouette	French gunboat	300	—	—	Lieut. A. Varney	Shanghai
Argus	French gunboat	—	—	—	Capt. Crespin	Canton
Aspic	French gunboat	475	3	460	Commander Jourdain	Saigon
Avalanche	French gunboat	580	—	—	Lieut. Horon	Haiphong
Bengali	French gunboat	3710	29	9970	Capt. Lafevre	Haiphong
Bougainville	French cruiser	8018	18	—	Captain V. Poidlone	Shanghai
Comete	French gunboat	525	—	—	Commander Loeu	Haiphong
Decade	French gunboat	680	—	—	Commander Guthrie	Shanghai
Kersaint	French gunboat	1250	6	2200	Capt. Le Gollour	Haiphong
Lion	French gunboat	470	—	—	Capt. Blano	Saigon
Montalm	French cruiser	9700	12	19,000	Captain Aros	Saigon
Olry	French gunboat	—	—	—	Capt. Hurst	Shanghai
Pascal	French cruiser	4015	27	8900	Captain Soule	Shanghai
Redoubtable	French cruiser	9437	8	8071	—	Shanghai
Styx	French cruiser	1786	10	—	Capt. Vincent	Saigon
Surprise	French gunboat	323	2	900	Captain Thomas	Hongkong
Takao	French gunboat	—	—	—	Lieut. Gaillard	Yokohama
Takou	French destroyer	—	—	—	Captain Blondel	Saigon
Vauban	French cruiser	—	—	—	Captain Blondel	Along Bay
Vigilant	French gunboat	—	—	—	Lieut. Carot	Canton
Viper	French gunboat	400	4	441	Comdr. Villeneuve	Saigon
Bussard	German cruiser	1857	15	2900	Comdr. Hoss	Shanghai
Furst Bismarck	German flag ship	11,000	36	14,000	Captain Friedrich	Nagasaki
Geier	German cruiser	1775	15	2600	Comdr. Wuthmann	Shanghai
Hansa	German cruiser	6000	34	10,000	Capt. van Sommer	Yokohama
Hertha	German cruiser	6000	37	10,000	Capt. Ingenhoff	Nagasaki
Idis	German gunboat	1000	10	1900	Comdr. Commander Flatau	Amoy
Jaguar	German gunboat	500	10	1900	Comdr. Wilbrandt	Yokohama
Leuchs	German gunboat	850	10	—	Comdr. Kroencke	Amoy
Möwe	German gunboat	1829	10	—	Comdr. Pascher	Hongkong
Seeadler	German cruiser	1940	15	5900	Comdr. Hoffmann	Nagasaki
Tiger	German gunboat	900	10	1900	Comdr. Deimling	Shanghai
Vorwärts	German gunboat	—	—	—	Lieut. Comdr. von Weise	Shanghai
Thetis	German cruiser	—	—	—	Captain Dick	Shanghai
Piemonte	Italian cruiser	2427	34	12,000	Captain Duzere	Nagasaki
Vesuvio	Italian cruiser	4500	24	8520	Captain Zeri	Shanghai
Vettor Pisani	Italian cruiser	6500	18	13,000	Capt. Cahi	Nagasaki
Diu	Portuguese gunboat	720	—	—	Captain Diego de Sa	Macao
Zaire	Portuguese gunboat	600	—	—	Capt. F. J. Barboza Leal	Macao
Alouet	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Anatol	Russian cruiser	2600	5	4700	Comdr. Gramatikof	Kobe
Bayaria	Russian cruiser	6000	27	—	Capt. Reitzenschein	Port Arthur
Bobro	Russian gunboat	3200	8	—	Comdr. Erjckovitch	Shanghai
Bogoyt	Russian gunboat	1050	6	1150	—	Port Arthur
Caia	Russian gunboat	6540	12	—	—	Port Arthur
Guidamak	Russian gunboat	500	9	3600	Comdr. Youriel	Port Arthur
Gromak	Russian gunboat	1490	6	2003	Comdr. Zagarsky	Shanghai
Gromak	Russian gunboat	12,364	44	14,000	Captain Jansen	Shanghai
Gromak	Russian gunboat	1030	6	1900	Comdr. Shumof	Shanghai
Korsets	Russian gunboat	1213	7	1500	Comdr. Novakovsky	Shanghai
Manjour	Russian gunboat	1224	7	1400	Comdr. Muraviev	Shanghai
Olavoy	Russian gunboat	1490	6	2000	Comdr. Vasiliev	Port Arthur
Pallada	Russian cruiser	6731	12	—	—	Port Arthur
Peresviet	Russian battleship	12,574	16	14,000	Captain Korolev	Nagasaki
Petrovskiy	Russian battleship	10,950	16	10,000	Captain Jakovlev	Port Arthur
Pobeda	Russian battleship	12,274	15	11,500	Capt. Zlatarsky	Port Arthur
Potem	Russian battleship	10,950	16	10,000	Captain Osoroff	Port Arthur
Rasboynica	Russian cruiser	1334	10	1786	Comdr. Liven	Kwonglauwan
Rosizian	Russian battleship	12,902	16	16,000	—	Port Arthur
Russia	Russian protected cruiser	12,200	08	10,000	Captain Spelrennikoff	Vladivostok
Rurik	Russian protected cruiser	10,923	23	10,500	Capt. Matusevich	Masamp
Serapotel	Russian battleship	10,960	16	10,000	Captain Serbrennikov	Nagasaki
Silach	Russian gunboat	950	2	1225	Lieut. Comdr. Ivanof	Port Arthur
Sivoutch	Russian gunboat	1050	8	1120	Comdr. Ginter	Port Arthur
Varyag	Russian cruiser	6500	27	20,000	Capt. Bahr	Port Arthur
Vesnik	Russian gunboat	500	9	3200	Comdr. Zagorodnyy-Kleal	Port Arthur
Zabiyaka	Russian cruiser	1230	15	1194	Comdr. Abramoff	Port Arthur
Albany	U. S. cruiser	3500	—	—	Capt. J. H. Rodgers	Nagasaki
Callao	U. S. cruiser	225	—	—	Lieut. M. L. Miller	Hongkong
Cincinnati	U. S. gunboat	3213	—	—	Capt. H. E. Mason	Cebu
Don Juan de Austria	U. S. gunboat	1150	—	1600	Captain Denfield	Singapore
Florida	U. S. gunboat	540	—	—	Lt. Comdr. J. Hood	Shanghai
Helena	U. S. gunboat	1332	8	1988	Comdr. Stanton	Kobe
*Kentucky	U. S. flag ship	11,500	41	10,000	Captain R. M. Berry	Shanghai
Monadnock	U. S. monitor	5980	8	5000	Captain Mahan	Shanghai
Monocacy	U. S. gunboat	1370	6	850	Comdr. Denfield	Taku
Monterey	U. S. monitor	4084	4	5244	Comdr. W. H. Beecher	Hongkong
New Orleans	U. S. cruiser	3437	20	—	Comdr. Blockinger	Nagasaki
Oregon	U. S. cruiser	10,288	45	—	Captain Hurvell	Kobe
Raleigh	U. S. cruiser	3213	—	—	Captain Naro	Shanghai
Vicksburg	U. S. cruiser	1000	13	1118	Comdr. Marshall	Shanghai
Villalobos	U. S. gunboat	400	—	—	Lieut. L. C. Bertolotto	Shanghai
Winnington	U. S. gunboat	1327	8	1894	Comdr. O. K. Harris	Yokohama

4
FARM ADDRESS: "JACKIE," HONGKONG.
L. & C. CO., 47th EDITION.

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A CHEE & CO

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1st Floor,
12, QUEEN'S ROAD.
(above Messrs H. Price & Co.)

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

**WM. POWELL,
LIMITED.**

Drapers and
Dressmakers.

**NEW.
YEAR.
GIFTS.**

**Toys!
Dolls!**

**ONE Thousand
Gifts for Young and
Old.**

**A Fine Selection of
High Class
Fancy
Leather
Goods.**

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**AYALA & CO'S
Extra Quality,
Extra Dry,
CHAMPAGNE**

\$52.00 per Case Bottles.
\$55.00 per Case Bottles.

SOLE AGENTS
FOR
Hongkong and the Philippines.

**H. PRICE & CO.,
WINE MERCHANTS,
12, Queen's Road Central.**

MEMOS. FOR TO-MORROW.

Amusements.
9 p.m.—Performance at City Hall.

Mooring.
2.15 p.m.—Meeting of His Majesty's
Justice of Peace at the Magistracy.

General Memoranda.
Wednesday, December 29.—
9 a.m.—Meeting of Eothen Mark
Lodge.

Thursday, December 31.—
Goods per *Bojara* undelivered after
this date subject to rent.

Friday, January 1.—
9 a.m.—Military Gun Practice.
Goods per *Charles Thierstein* undelivered
after this date subject to rent.

Saturday, January 2.—
Goods per *Geahy* not cleared on this
date subject to rent.

Goods per *Beledi* undelivered after this
date subject to rent.

Goods per *Mangan* not cleared at 4 p.m.
on this date subject to rent.

Saturday, January 16.—
9 p.m.—A Concert of Hongkong Volun-
teer Corps at City Hall.

Chamberlain's Cough Remedy
Is a cure for severe colds, persistent coughs,
and a preventive of pneumonia. It is
the mother's favorite for whooping cough.
Lungs the cough, relieves the lungs,
and opens the secretions. It counteracts
any tendency of a bad cold to result in
pneumonia. It is unexcelled for bad colds.
It always cures, and cures quickly. For
sale by all chemists and medicine vendors;
WATKINS Ltd., General Agents.



**A. S. WATSON & CO.,
LIMITED.**

As usual, we are selling one of the BEST
ASSORTMENTS IN THE COLONY
of GOODS SUITABLE FOR
TIMELY PRESENTS.

CONFECTIONERY IN FANCY BOXES
of Rare Design.

GOOD PIPES in Great Variety.
CIGAR and CIGARETTE-HOLDERS.
CIGAR and CIGARETTE CASES.
FANCY PERFUME SPRAYS.
PERFUMES in FANCY BOXES.
EBONY-BACKED HAIR BRUSHES.
EBONY-BACKED TOILET MIRRORS.

SOAPS in FANCY BOXES.
MANICURE SETS.
FANCY PUFF BOXES.

AND SO ON.

**TOM SMITH'S
CRACKERS.**

ARTIST AND PLEASANT
**NEW YEAR
CARDS.**

**A. S. WATSON & Co., Limited,
THE HONGKONG DISPENSARY.**

Established A.D. 1842.
December 28, 1903.

What is Pain Balm?
CHAMBERLAIN'S PAIN BALM is a
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BIRTHS.
On the night of the 22nd of December,
at 19, Seward Road, Shanghai, the wife of
W. THOMSON, of a Son.

On December 18, at the Hotel Metropole,
Shanghai, the wife of Capt. FRANK E.
FOSS, of a Daughter.

On December 19, at No. 6, The Bund,
Shanghai, the wife of A. W. MATTIAND, of
a Daughter.

On December 20, at No. 70, Chapoo
Road, Shanghai, the wife of Gen. MARCET,
of a Daughter.

MARRIAGES.
At the Union Church, on the 28th De-
cember, by the Rev. G. H. Hickling,
David E. FOSBERG LAWRENCE, eldest son
of William Lawrence, Leith, to EUPHENSIA,
eldest daughter of John H. Clark, Leith,
Scotland. (Shanghai papers please copy).

On December 21, at H.B.M.'s Con-
sulate-General, by Sir Pelham L. Warren,
K.C.M.G., and afterwards at Holy Trinity
Cathedral, Shanghai, by the Rev. C. J. F.
Symons, D.D., WILLIAM BEAUFORT CLAY-
TON, of Shanghai, to MABEL ROSE, daughter
of J. H. Mingsen, Esq., formerly of
Shanghai.

The publication of this issue commenced
at 5.30 p.m.

The China Mail.

HONGKONG, MONDAY, DECEMBER 28, 1903.

Is the first issue of the *Japan Times*
there appeared a salutatory in which
the editor, with becoming but hardly
necessary modesty, stated that his
command of the English language being
limited and imperfect, he was afraid
that, even with the revision assistance
of his English literary editor, occasional
inaccuracies and mistakes might be
unavoidable for which he claimed the
indulgence of all his candid readers.

Continuing, he said: "While thus
sensible of our imperfections, it is our
fondest ambition to contribute our
mite, however small, to the promotion
of the important object in view." This
object, according to the introductory
sentences of that salutatory, was not
only the dissemination of accurate
knowledge concerning Japan and
things Japanese, but the bringing of
Japanese and foreign residents into
closer acquaintance. At the time when
the editor of the *Japan Times* made
his bow to the public, now some six
years ago, it was alleged most justly
that these two sections of the com-
munity—the Japanese and the foreign
residents—were in every important
point almost totally unknown to each
other, and it was frankly admitted
that the prospective abolition of con-
sular jurisdiction and the consequent
opening of the country to mixed re-
sidence were by no means certain to
correct that unsatisfactory condition.

On the contrary, as was alleged, the
situation might possibly become worse,
unless a great deal of patience and
moderation were shown on both sides.

In conclusion, the editor said: "Such
being the position of affairs, the im-
portance of some public organ honestly
endeavouring to explain things and
smooth the way between foreigners and
Japanese cannot be too strongly
urged."

We have no desire to impugn the
laudable motives of the editor of the
Japan Times, as expressed in his first
leading article, published six years ago,
nor do we care to present to our readers
all the lapses from that commendable
exposition of intentions that have ten-
ded, at times seriously, to contradict
his pleasing utterances at the time of
his first professional appearance in
English newspaper literature. As a
rule, it is most satisfactory to be able
to admit, his efforts have been in the
right direction, but it seems as if there
had been a strange change of face dur-
ing the last few months, at least with
regard to one section of the foreign
community in Japan, for, to speak
frankly, if Japan and Russia are not at
this moment at war, it is not because
of any failure on the part of the *Japan
Times* to try its best to bring about
war! When we remember how closely
the editor was connected with Mar-
quis Ito only a few years since, this
is all the more surprising. During the
Marquis's term of office as Prime Minis-
ter in 1898, Mr. Zumoto, the editor
and proprietor of the *Japan Times*, was
his private secretary, and when the
Marquis made his memorable tour
round the world in 1899, during which
the treaty of alliance between Great
Britain and Japan was negotiated, Mr.
Zumoto accompanied Marquis Ito as
secretary, and was of material assis-
tance in his public speeches, which it
might have been *infra dig.* for the
Marquis to make himself. Now, it
can hardly be necessary to say that
Marquis Ito is one of those who
desire above all things to keep Japan

from plunging recklessly into war with
Russia, although (and this is equally
an unnecessary statement) he is the
last man in Japan who would consent
to accept peace at the sacrifice of his
country's honour. While on the other
hand, it has all along been perfectly
clear that the *Japan Times* would have
had the Japanese Government declare
war long ago. As for the original
announcement of a desire to "smooth
the way between foreigners and Ja-
panese," the whole tone of the paper
for months has been such as to stultify
that pronouncement. The leading
articles have distinctly evinced the
chafing which the editor feels at the
dilatoriness of his Government in not
pushing the negotiations to a finality,
regardless of results, and the telegrams
from abroad have been persistently
and absurdly dressed up with scare
headlines that must have been ag-
gravating to Russian readers, while
they have only too often come peri-
ously near to being insulting to the
people of other nations.

To confine ourselves to the im-
mediate past, there were the two
telegrams of December 2, the one
announcing Russia's re-occupation of
Mukden, which is dubbed "A Bad
Penny," and that which told of Russia's
offer to buy the two Chilian battle-
ships under construction in British
shipyards, which is given the scare-
head of "Pacific Russia." On the 4th
instant, the telegraphic reports of the
desire on the part of European nations
to see peace prevail are served up as
"The Chilian—Europe's Inevitable
Optimism," as if that desire were some-
thing contemptible. On the 5th inst.,
the same disposition is stigmatised
as "Old Abroad to Learn the News."

Peaceful Reports from Paris: as if
there were no desire on the part of
any Japanese to avoid war. On the
8th inst., a telegram from London
concerning the lull in disarming news,
consequently upon the assembling of the
Japanese Diet, is alluded to as "More
Coals for Newcastle and Poor Quality
at That." On the 9th inst., the editor,
by another scare headline, comments
upon a telegram from Berlin which
alleged that both the British and the
German newspapers were accusing
each other of trying to foment trouble
between Russia and Japan, by calling
it: "Recriminations—Coddlin's year
Friend not Short," which surely tended
to annoy the British friends of Japan,
and would probably offend Germans.

On the 11th inst., calling it: "And
Yet Again!" the despatch in the
American papers of the "Associated
Press," expressing a belief in a probable
understanding between Russia and
Japan, is sneered at; and on the 12th
inst., in an editorial, the *Japan Times*,
discussing the action of the President
of the Lower House of the Diet, in
departing from an established custom
and criticising adversely the Govern-
ment in the Reply to the Speech from
the Throne, states that "The indepen-
dent section of the Press, led by the
Yomi" (one of the most prominent jour-
nals of the Capital), "while like our-
selves, regretting the busy manner in
which the important vote was taken, is
generally agreed in regarding the vote
itself as a significant reflection
of the public sentiment, and the pre-
dominating tone of which is impatience
with the extraordinarily tardy pace at
which the pending negotiations are suf-
fered to drag along without any visi-
ble approach to a final conclusion." If
all this is the tone of one who desires
to smooth the way, what must be the
unexpressed convictions of the Japan-
ese people who are reckless! But we
do not believe that the *Japan Times*
voices the genuine sentiments of the
people. Unquestionably, their im-
patience is now great, but we cannot
think that it leads them to say things
which can do no good and may do
harm. The dissolution of the Diet,
under the existing circumstances, was
unavoidable; but the fact has not ten-
ded to improve the feelings of the
masses towards the Ministry. It is
unwise to prophesy at this distance,
and it would be extremely difficult
to make a forecast as to what is
actually in Japan, but it is pro-
bable, judging from the evidence
that is before us, that the men who
were members of the recently-dissolved
Diet, will be returned again, and this
in itself will be equivalent to a vote of
want of confidence in the Ministry.
The prospects of trouble between Gov-
ernment and people in the near
future seem to be in a fair way of
being fulfilled, and what is most dis-
quieting is the change for the worse
which has become apparent in the
prospects for peace.

Stealing Telegraph Wire.
Three Chinese appeared before Mr. T.
Sergeant Smith at the Magistracy to-day
on a charge of stealing a quantity of tele-
graph wire, with at Shaukiwan. This was the
third time, said Inspector Collett, that the
wires had been cut. Each of the accused
said that they found the wire on the sea
shore. A penalty of three months' im-
prisonment and six hours' stocks was imposed
on each.

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qualities which distinguish it from other
remedies of this class. This Balm is
especially beneficial for rheumatism.
Thousands of cases can be cited in which
it has effected a cure when the sufferer
had previously tried the best medical
services without securing relief. Pain
Balm is positively guaranteed to give re-
lief in the most severe cases of chronic or
acute rheumatism. For sale by all
chemists and medicine vendors; WATKINS
Ltd., General Agents.

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A CHRISTMAS DAY WALK.

[BY WILLIE WIMBLE.]

Can a man who fills himself with bluster and swagger at 9 o'clock in the morning control the commissariat department of a Christmas walking expedition with efficiency? Such was the honor of command among the number of persons who were assembled round a huge oblong box and a suspicious-looking shallow basket when the writer stroked into the commissariat of the Hongkong Hotel on the morning of the 25th. The commissariat was a roomy and comfortable place, who utterly failed on its organization and who are practically incapable of walking further than the last yard of a straight street, had the audacity to arrange to climb the steeply rising walls of the hotel, and to descend upon the picturesque hills of Kowloon on the other side of the mountains. All knew that the fallings with regard to controlling the arrangement of the day's such a perignation, and to escape discomfort at an important moment, and at the same time show their appreciation of a fellow passenger's merit, they selected a man who had often told of his great transport triumphs, and who was in the foreign legion of Tonking. But he failed on this occasion at the crucial moment—failed to select a pair of hands to pack things for all the journey. In the Hotel corridor he had arranged for the huge oblong box to be placed, and what followed his orders in the packing of it, he was unable to do. The commissariat was a roomy and comfortable place, who utterly failed on its organization and who are practically incapable of walking further than the last yard of a straight street, had the audacity to arrange to climb the steeply rising walls of the hotel, and to descend upon the picturesque hills of Kowloon on the other side of the mountains. All knew that the fallings with regard to controlling the arrangement of the day's such a perignation, and to escape discomfort at an important moment, and at the same time show their appreciation of a fellow passenger's merit, they selected a man who had often told of his great transport triumphs, and who was in the foreign legion of Tonking. But he failed on this occasion at the crucial moment—failed to select a pair of hands to pack things for all the journey. In the Hotel corridor he had arranged for the huge oblong box to be placed, and what followed his orders in the packing of it, he was unable to do. The commissariat was a roomy and comfortable place, who utterly failed on its organization and who are practically incapable of walking further than the last yard of a straight street, had the audacity to arrange to climb the steeply rising walls of the hotel, and to descend upon the picturesque hills of Kowloon on the other side of the mountains. All knew that the fallings with regard to controlling the arrangement of the day's such a perignation, and to escape discomfort at an important moment, and at the same time show their appreciation of a fellow passenger's merit, they selected a man who had often told of his great transport triumphs, and who was in the foreign legion of Tonking. But he failed on this occasion at the crucial moment—failed to select a pair of hands to pack things for all the journey. In the Hotel corridor he had arranged for the huge oblong box to be placed, and what followed his orders in the packing of it, he was unable to do.

THE CRISIS.

IMPORTANT CONFERENCE IN TOKYO.

Situation More Serious. KOREA, December 17. Yesterday afternoon a conference was held in Tokyo between the Cabinet and the Elder Statesmen. Besides the Minister there were present Marquis Yamagata, Count Inouye, Count Mutsaers, and Marquis Ito. Strict precautions were taken to prevent any of the information laid before the conference from leaking out. It is stated, however, as an open secret, that the conference was called to hear the reply made to the Japanese demands, and to decide on the action to be taken. The Japanese, who is regarded as a semi-official Kishi, referring to the coming conference in yesterday's issue, says it was not called to consider any concessions, but to insist on the acceptance of the Japanese demands, hinting that an ultimatum has already been dispatched to Russia. How much truth there is in this we cannot say, but it is noted that Reuters reports that an unexpected meeting of the British Cabinet was held on Tuesday, which was believed to have its object the discussion of the situation in the Far East, and which may possibly have some relation to the conference held yesterday at Tokyo. It is to be feared that the situation is again becoming acute, despite the pacific assurances from the Continent of Europe. On authority said to be well informed the Russian reply made on the 11th instant was entirely incompatible with the terms proposed by Japan, as might have been expected. The reply, however, is not of such an absurd nature as to demand the 'exchange of Manchuria for Korea,' as asserted in some quarters. The Japanese Government desires to include a part of Manchuria in the Japanese sphere of influence, while Russia desires to maintain her interests in the interior of Korea. The two Governments, according to the latest reports, are at present in a deadlock, and it is expected that the situation will remain so for some time. The Japanese Government is not making a question of the negotiations, as it was already agreed upon by the Treaty of Commerce between China and the United States, in which Japan would participate in the most favored nation clause. Regarding the first condition, Baron Komura insisted that the Russian troops should be entirely withdrawn, while the Russian authorities proposed to limit the force to 40,000 men. Baron Komura proposed his demand, and it was eventually agreed that the force should not exceed 20,000. As to the second demand, the Russian authorities opposed it, and the Japanese Government ultimately abandoned the proposed railway concessions. The Russians agreed to the lease of Chinkai Bay by Japan, though a modification was agreed to by Japan under this head. All this news emanates apparently from one of the Tokyo news agencies, and its accuracy is very much to be doubted. None of the leading journals credit the news.—Kobe Chronicle.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before His Honor Mr. A. G. Wier, Puisne Judge.) Monday, December 28, 1903. LIABILITIES OF A CARRIER. Chan Ah Kan, amah, sued Ah Oi, amah, for the return of \$40.00 which was entrusted to her to deliver to plaintiff's father-in-law. Mr. W. Slade, K.C., appeared for the plaintiff, and Mr. E. J. Grist (of Messrs. Wilkinson and Grist) represented the defendant. Mr. Slade said that in September the plaintiff gave defendant \$40.00 to take into the country and deliver to plaintiff's father-in-law. The money was wrapped up by the two women, together with some notes, and defendant went out with the parcel containing the money in one hand and a basket in the other. Plaintiff received no word from her father-in-law that the money had been received, and hearing that defendant had returned, she went to see the money, and as she had not delivered the money, she also had been robbed at Canton. Evidence was then led. Mr. Grist said that it was evident that the defendant had taken reasonable care of the money, and asked for a non-suit. The Puisne Judge said that he took up the position that the money was in the basket, and that defendant had shown proper and reasonable care of it. The defendant was an agent with the money, and he held it in trust for the plaintiff. But there was no evidence before him that there was any reasonable want of care shown. Plaintiff was non-suited, with costs. CRICKET. HONGKONG C.C. v. UNITED SERVICES. This match was continued on Saturday, when the United Services had three wickets down for seventy-two. The remaining wickets only yielded seventy-seven more runs, so that the innings closed for 149. In the first innings of the United Services, after three wickets had fallen for 72 runs, T. Sercombe Smith went on bowling and took four wickets for four runs. It was mainly due to his bowling that the Services' team was dismissed so cheaply on Saturday morning. Hongkong put up 171 for six wickets, and declared, to which the United Services responded with 168 for four wickets, but the close of play stopped them from running. Much excitement was caused during the match's innings, and the first 100 was put together in thirty-four minutes. When the ball was rung at 5 p.m. the Services team had fourteen runs to 10, and fifteen to win. The match, which was well played and, most interesting, was, of course, declared a draw. The scores were as follows:— HONGKONG C.C. FIRST INNINGS. W. C. D. Turner, c. and b. Williams ... 11 J. T. Dixon, c. Chichester, b. Williams ... 12 H. Hancock, b. Harris ... 15 R. Hancock (capt.), c. Campbell, b. Williams ... 27 T. Sercombe Smith, c. Campbell, b. Williams ... 33 A. C. Ward, b. Rimington ... 6 F. Midland, not out ... 14 Sundries ... 14 Total (for 6 wickets) ... 171 Innings declared closed. UNITED SERVICES. 1st INNINGS. Lt. Heath, 11th Mahratta L.I., c. and b. J. T. Dixon ... 23 P. H. Jarvis, R.N., lb. W. Dixon ... 20 M. C. Williams, R.N., b. W. Dixon ... 59 F. L. Horsey, R.N., b. Smith ... 15 Lt. Hawkins, R.N., c. J. T. Dixon, b. R. Hancock ... 15 A. C. Campbell, R.N., c. Turner, b. R. Hancock ... 38 Sub-Lt. Cornaby, R.N., not out ... 1 Sub-Lt. Barron, R.N., c. Turner, b. Smith ... 0 Capt. Harris, R.M.A., b. Smith ... 0 Lt. Rimington, S.E., c. Smith, b. J. T. Dixon ... 0 Major Chichester, (capt.) lb. b. Smith ... 7 Sundries ... 7 Total ... 149 2nd INNINGS. Lt. Heath, 11th Mahratta, c. R. Hancock, b. W. Dixon ... 97 Sub-Lt. Cornaby, R.N., lb. W. Dixon ... 26 Sub-Lt. Barron, R.N., run out ... 13 F. L. Horsey, R.N., c. Turner, b. H. Hancock ... 14 Hancock ... 8 Major Chichester, not out ... 14 Sundries ... 8 Total for 4 wickets ... 168 BOWLING ANALYSIS. HONGKONG C.C.—1st INNINGS. Runs. Wkts. Horsey ... 44 ... 2 Harris ... 41 ... 0 Campbell ... 25 ... 0 Barron ... 29 ... 5 2nd INNINGS. Runs. Wkts. Barron ... 37 ... 0 Horsey ... 41 ... 0 W. Dixon ... 41 ... 1 Williams ... 51 ... 3 Campbell ... 17 ... 1 Rimington ... 4 ... 1 UNITED SERVICES.—1st INNINGS. Runs. Wkts. J. T. Dixon ... 59 ... 2 W. Dixon ... 20 ... 0 R. Hancock ... 15 ... 0 T. Sercombe Smith ... 4 ... 4 2nd INNINGS. Runs. Wkts. J. T. Dixon ... 30 ... 0 T. S. Smith ... 20 ... 0 W. Dixon ... 54 ... 2 H. Hancock ... 44 ... 1 TAIL SCORING IN AUSTRALIA. In a match New South Wales against Australia played in Sydney the week prior to the first test match, S.S.W. scored 281 runs (R. A. Duff 271, and M. A. Noble 230). South Australia was dismissed for 200 and 175, leaving N.S.W. winners by an innings and 207 runs. A. J. Hopkins for N.S.W. performed the hat-trick.

CHARITY FETE AT MACAO.

During the Christmas holidays, a charity fete was held at Macao, and excellent business was done. Large numbers of Hongkong residents attended, and were greatly interested in the matter. The proceeds are in aid of the institution in charge of the Chinese Sisters of Charity and the funds should be augmented considerably by the efforts of those at the fete. Mr. A. B. Dyer, Jnr., was the secretary, and he worked hard to make the fete a success. All the arrangements were excellent and the decorations in the gardens were fine. Following is a list of those who assisted at the fete:—German Christmas Tree—Mrs. Monmouth, Misses Angela d'Almeida, Bertha Golda, Esther Otero, Bar. Missa Jorge, Inez, Anita Lobo, Maria Noronha. Other Stalls—Madames Joao d'Albuquerque, Secundino Noronha, Arthur Basto, G. Guitierrez, Camarero, Pedro Noronha, Manuel, Caillon, Missa Noronha, Esthira Azedo, Remedios, Camarero, Colles, Lopes, Bernardino and Marques. A JUNK CAPSIZED. Three Men Drowned. An accident, which unfortunately resulted in the loss of three lives, occurred on Dec. 26 at about 2 a.m. A junk used for mixing cement to build the Naval Extension yard wall was a anchor for the night just outside the yard. Ten Chinese were on board and all were asleep. The junk was loaded with stone and cement bags, and was low down in the water. Without the slightest warning the junk tipped over on her side with the stern out of the water. Three of the men swam to the Extension Yard, and the watchman informed Mr. Elder, a diver employed on the project, that a junk had capsized. The latter hastened to the spot, and by cutting a hole in the top of the cabin, succeeded in rescuing four of the seven men imprisoned in the boat. The other three were drowned. Their bodies were subsequently recovered and taken over by the police. What caused the junk to turn over is a matter for conjecture, there was no wind and the sea was smooth. The junk may have sprung a leak, or caught slightly and taken in water. The Water Police have charge of the affair. WEI-HAI-WEI. An Important Arrangement. The Wei-hai-Wei Gazette of the 17th inst. makes the following announcement: It will interest our readers to learn that an important decision has been arrived at regarding the status of Wei-hai-wei as a commercial port, which may have an important effect on its future development. Some time ago the Chinese Customs Authorities at Shanghai refused to grant drawbacks on goods in transit for this port, thus treating Wei-hai-wei as an ordinary Treaty port of China, though such drawbacks had hitherto been granted without any objection having been raised. This matter was referred to the British Minister at Peking, who made representations to the Government of China, with the result that Wei-hai-wei is now officially recognized as a foreign port. The consequence of this recognition is that no duties will be charged on merchandise in transit to Wei-hai-wei, and drawbacks will be allowed on foreign goods which are shipped to Wei-hai-wei in import duty or on native goods which have paid coastward duty at a Chinese port. Export duties will, however, be collected on native goods, being an original export to Wei-hai-wei. In short, as a foreign port, Wei-hai-wei is in the same category as Hongkong. Russian Movements in Turkestan. It is reported that a large number of Russian survivors, escorted by a considerable body of Cossacks, have invaded Kuljia, or Northern Chinese Turkestan, are mapping out the country and have erected forts at strategic points, without first obtaining permission from the Chinese authorities there. The Russian reply when asked as to the reason of such illegal action seemed to imply that Russia had decided to occupy the country permanently.

To-day's Advertisements

GOVERNMENT NOTIFICATION. No. 872. THERE is a Vacancy for a LAND BAILIFF (Non-Chinese) in the Branch Land Office, TAIPU, New Territory. SALARY, \$1,500 per annum with Exchange Compensation, if entitled to such by domicile. QUALIFICATIONS.—The applicants must possess a good knowledge of English and Chinese. There is also a Vacancy for a SECOND-CLASS INTERPRETER in the above Office. SALARY, \$720 per annum rising by biennial increments of \$60 to \$1,200. QUALIFICATIONS.—The Applicants must possess a good knowledge of English and Chinese, and a good handwriting. Applicants will be required to submit themselves to Examination by the Interpretation Board. There are also Vacancies for 2 COPYING CLERKS in the above Office. SALARY, \$300 per annum rising by biennial increments of \$60 to \$480. QUALIFICATIONS.—The Applicants must possess a good knowledge of English and Chinese, and a good handwriting. Selected Candidates must be of sound health; travel and camp out when required, and obtain their own quarters. Applicants will be required to send to Land Officer, Mr. BRUCE SHERRIFF, not later than SATURDAY, the 9th January, 1904. By Command, A. H. THOMSON, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, December 21, 1903. 2605. LOST. BETWEEN 'Bioton' Plantation Gap, and City Hall, 2-1000, on the Evening of 22nd December, a GOLD PEARL SPRAY BROOCH. Finder will be rewarded on returning same to 'Bioton'. Hongkong, December 28, 1903. 2616. EOTHEN MARK LODGE—No. 584. A REGULAR MEETING of the EOTHEN MARK LODGE will be held at the 'FERMASSON'S' HALL, on WEDNESDAY, the 30th Instant, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, December 28, 1903. 2614. DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW. THE Company's Steamship HAILONG, Captain FRANK, will be despatched for the above Port, TO-MORROW, the 29th Inst., at Daylight. For Freight or Passage, apply to DOUGLAS LAIRDALE & Co., General Managers. Hongkong, December 28, 1903. 2610. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR MANILA. THE Company's Steamship YUENSANG, Captain P. H. ROLFE, will be despatched for the above Ports, on THURSDAY, the 31st Inst., at 4 p.m. This Steamer has superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers. Hongkong, December 28, 1903. 2615. FOR YOKOHAMA AND KOBE. THE Steamship ALESIA, Captain SEINFELDT, will be despatched for the above Ports, on TUESDAY, the 6th January, at Noon. For Freight, apply to HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, December 28, 1903. 2609. FOR KOBE, NAGASAKI AND WLAIVOSTOK. THE Steamship STOLBERG, Captain DEINAT, will be despatched for the above Ports, on TUESDAY, the 5th January, at Noon. This steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess. For Freight or passage, apply to HAMBURG-AMERIKA LINE, Hongkong Office. Hongkong, December 28, 1903. 2607. NOTICE TO CONSIGNEES. 'GLEN' LINE OF STEAMERS. FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS. THE Company's Steamship Glenloch, having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed. This Vessel brings on Cargo:—From ANTWERP, ex s.s. Nubob, Goods not cleared by the 2nd January, at 1 p.m., will be subject to rent. No Fire Insurance has been effected by us to any consignment. From MIDDLESBRO, ex s.s. B.I.S.N. and B. & S.N. Co.'s steamers. Goods not cleared by the 2nd January, at 1 p.m., will be subject to rent. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed time. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWITT, Superintendent. Hongkong, December 27, 1903. 2604. To-day's Advertisements. DOUGLAS STEAMSHIP COMPANY, LIMITED. FOR SWATOW, AMOI & POOCHOW. THE Company's Steamship HAICHONG, Captain PASMORE, will be despatched for the above Ports, on WEDNESDAY, the 30th December, at 11 a.m. For Freight or Passage, apply to DOUGLAS LAIRDALE & Co., General Managers. Hongkong, December 28, 1903. 2612. NOTICE TO CONSIGNEES. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER MAZAGON. FROM BOMBAY AND STRAITS. CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each Consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed. This Vessel brings on Cargo:—From BOMBAY, ex s.s. Nubob, Goods not cleared by the 2nd January, at 1 p.m., will be subject to rent. No Fire Insurance has been effected by us to any consignment. From MIDDLESBRO, ex s.s. B.I.S.N. and B. & S.N. Co.'s steamers. Goods not cleared by the 2nd January, at 1 p.m., will be subject to rent. Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed time. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWITT, Superintendent. Hongkong, December 27, 1903. 2604.

To-day's Advertisements

THEATRE ROYAL. TO-NIGHT, (MONDAY), 28th DECEMBER. HILL'S WORLD'S ENTERTAINERS. Will play select season, presenting for the first time in Hongkong a thoroughly High-class performance, introducing Star acts from the principal cities in the world. THE BEST COMPANY AND THE STROGEST COMBINATION OF TALENT EVER SEEN IN THE EAST is the unanimous opinion of the Press. The following are amongst the members of the company:—HILL and SYLVIAN. IN POSITIVELY THE GREATEST CYCLO AND UNUSUAL ACT IN THE WORLD. A Continental Star Performance from the ENTIRE, LONDON, the FOLLIES BERGERE, PARIS, VINTAGE, BERNINI, and KIRBY and ORMEAU, CIRCUS, AMERICA. KELLY and AGNES. Comedy Sketch Artists, introducing Fecund Dances, Acrobatic Comedies, and Mirth-provoking Finales. MISS LESLIE NORMAN. New Zealand's Greatest Operatic Mezzo-Soprano. LAZERN THE MYSTIC. From the Crystal Palace, London, presenting a novel and up-to-date exhibition of Legitimation. LEONARD NELSON. Just a Plain Comedian. FUND IN SHADOWLAND. A New and Novel Act by the Entire Strength of the Company. Plan of reserved seats now open at Robinson's. Prices \$3, \$2 and \$1. Hongkong, December 16, 1903. 2613. THE AMERICAN ASIATIC STEAMSHIP CO. STEAMSHIP SERVICE FOR NEW YORK VIA THE SUEZ CANAL. THE Steamship HEMERA, Captain LOCKHART, will be despatched for the above Ports on or about FRIDAY, 1st January, 1904. For Freight, &c., apply to SHEWAN, TOMES & CO., General Agents. Hongkong, December 28, 1903. 2611. IMPERIAL GERMAN MAIL LINE. NORDEUTSCHER LOYD, HAMBURG-AMERIKA LINE. NOTICE TO CONSIGNEES. THE Steamship BAYERN, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuable, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, where delivery may be obtained. Optional cargo will be forwarded unless notice to the contrary be given before 11 a.m. To-day. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 31st December, will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Thursday, the 31st December, at 8.30 a.m. All Claims must reach us before the 5th January, 1904, or they will not be recognised. No Fire Insurance has been effected. Bills of Lading will be countersigned by the undersigned. NORDEUTSCHER LOYD, MELCHERS & CO., Agents. Hongkong, December 25, 1903. 2602. 'BARBER' LINE OF STEAMERS. NOTICE TO CONSIGNEES. STEAMER CHARLES TIBERGHIE, FROM NEW YORK. CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, where and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st January, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 5th January, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th inst., at 3 p.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., Ltd., Agents. Hongkong, November 25, 1903. 2603. 'BEN' LINE OF STEAMERS. NOTICE TO CONSIGNEES. STEAMSHIP BEN LEO, FROM LEITH, LONDON AND STRAITS. CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, where and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st January, will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 7th January, or they will not be recognised. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 11 a.m. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents. Hongkong, December 28, 1903. 2608. DANG CHEE SON & Co., Wholesale Agents, SOUTH CHINA.

THE ROBINSON PIANO. THERE IS NO XMAS GIFT gives such real and permanent pleasure as THE 'APOLLO' THE MASTER PIANO PLAYER. AGREAT ENTERTAINER AGREAT EDUCATOR. 'PRICE FROM \$450 UP. Pay part Cash and Balance later. THE 'VICTOR' TALKING MACHINE. ABSOLUTE REPRODUCTION OF THE HUMAN VOICE. Songs by the best Singers—Comic Songs and Speeches—Good Band Music. Special Offer At This Season. Pay for the Records now and for the Machine later. PIANOS. Magnificent instruments at specially low Prices during Xmas Week. Do not fail to inspect our Stock if you wish to make a handsome gift. OUR NEW STOCK OF MUSIC HAS ARRIVED ALSO. HEINZ. 'The 57' MIXED PICKLES. HEINZ is the man who writes the rhymes. Which have no rhythm or meter About his things in cans and jars Which never jar the eater. He cans what garden truck he can, And what he can't he bottles. His relishes add relish to What'er goes down our throats.

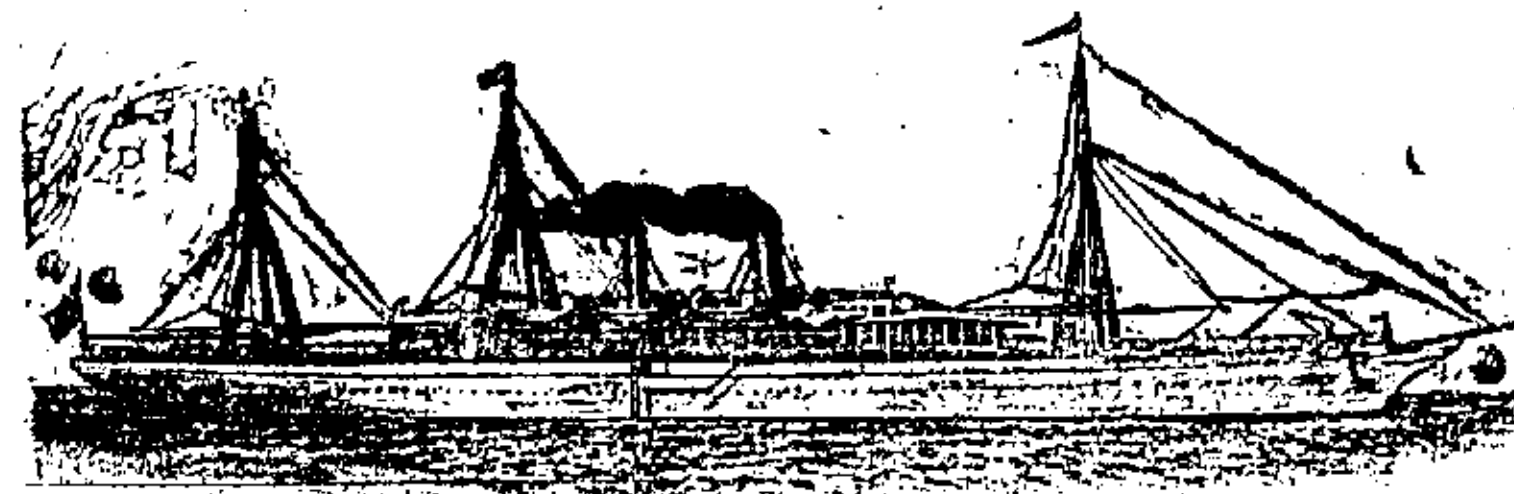
Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the Isthmus, BLACK SEA and BALTIC PORTS; North and South American Ports).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.	FOR NEW YORK, VIA SUEZ.	FOR ROTTERDAM AND HAMBURG.	FOR HAVRE AND HAMBURG.	FOR HAVRE, BREMEN AND HAMBURG.
S.S. Nienburg, Capt. JABURG, Calling at SINGAPORE and PENANG. 30th December, 1903. Freight.	S.S. Nienburg, Capt. JABURG, 5th January, 1904. Freight.	S.S. Nienburg, Capt. VON HOFF, 10th January, 1904. Freight & Passengers.	S.S. Nienburg, Capt. DEINAT, 10th January, 1904. Freight & Passengers.	S.S. Nienburg, Capt. DEINAT, 10th January, 1904. Freight.
S.S. Nienburg, Capt. DEINAT, 10th January, 1904. Freight.	S.S. Nienburg, Capt. DEINAT, 10th January, 1904. Freight.	S.S. Nienburg, Capt. DEINAT, 10th January, 1904. Freight.	S.S. Nienburg, Capt. DEINAT, 10th January, 1904. Freight.	S.S. Nienburg, Capt. DEINAT, 10th January, 1904. Freight.

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.

Sailing at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. SAFETY—SPEED—PUNCTUALITY.

PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration.)
R.M.S. EMPRESS OF CHINA, 6000 Tons, Wednesday, Jan. 13, 1904.
R.M.S. EMPRESS OF INDIA, 6000 Tons, Wednesday, Jan. 27.
R.M.S. EMPRESS OF JAPAN, 6000 Tons, Wednesday, Feb. 10.
R.M.S. EMPRESS OF CHINA, 6000 Tons, Wednesday, Feb. 24.
R.M.S. EMPRESS OF JAPAN, 6000 Tons, Wednesday, Mar. 9.
R.M.S. EMPRESS OF INDIA, 6000 Tons, Wednesday, Mar. 23.
R.M.S. EMPRESS OF CHINA, 6000 Tons, Wednesday, Apr. 6.
R.M.S. EMPRESS OF JAPAN, 6000 Tons, Wednesday, Apr. 20.
R.M.S. EMPRESS OF INDIA, 6000 Tons, Wednesday, May 11.

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, saving THREE DAYS to a WEEK in the TRANS-PACIFIC journey, and make connection at Vancouver with the CANADIAN PACIFIC RAILWAY, PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND ROOMS IN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PEDDER STREET, HONGKONG, October 21, 1903.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, MOUNT KOBE & YOKOHAMA, FOR PORTLAND, OREGON, CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	HONGKONG.
INDRAVELLI	4899	R. P. Craven	January 25, 1904
INDRAPURA	4899	A. E. Hollingsworth	February 13, 1904
INDRASAMHA	4917	W. E. Craven	March 15, 1904

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to PORTLAND & ASIATIC STEAMSHIP COMPANY, HONGKONG, December 28, 1903.

NIPPON YUSEN KAISHA.
THE JAPAN MAIL STEAMSHIP COMPANY.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
Steamers.	Destinations.	Sailing Dates.
HIROSHIMA MARU, J. NAGAO,	BOMBAY, VIA SINGAPORE and COLOMBO.	TUESDAY, 29th Dec., at Noon.
KAGA MARU, N. OHNO,	{ VICTORIA, B.C. and SEATTLE, U.S.A., Via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 29th Dec., at 4 p.m.
KASUGA MARU, J. G. PARSONS,	{ NAGASAKI, KOBE and YOKOHAMA.	WEDNESDAY, Dec. 30, at Noon.
YAWATA MARU, D. HUNTER,	{ SYDNEY and MELBOURNE, Via THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	WEDNESDAY, Dec. 30, at 4 p.m.
NIKKO MARU,	{ SYDNEY, MELBOURNE and ADELAIDE, Via THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	22nd January.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamship Lines. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Canton Road. A. S. MIHARA, Manager, HONGKONG, December 28, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	TO SAIL
GLASGOW AND LIVERPOOL	KEESON	1st January.
GLASGOW AND LIVERPOOL	KEESON	8th January.
GLASGOW AND LIVERPOOL	KEESON	14th January.
GLASGOW AND LIVERPOOL	KEESON	22nd January.
GLASGOW AND LIVERPOOL	KEESON	28th January.
GLASGOW AND LIVERPOOL	KEESON	3rd February.

The S.S. PYRRHUS has arrived and leaves for Shanghai TO-MORROW. The S.S. CALCHAS, from Moema, has arrived.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON & ANTWERP	DARDANUS	5th January.
MARSEILLES, LONDON & ANTWERP	DARDANUS	19th January.
LIVERPOOL, with TRANSHIPMENT	YANGTZE	10th January.
LONDON & ANTWERP	KEESON	22nd February.
GENOA, MARSEILLES & LIVERPOOL	KEESON	15th February.
LONDON & ANTWERP	KEESON	15th February.
LONDON & ANTWERP	KEESON	1st March.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NIKI, KOBE & YOKOHAMA.	YANGTZE	29th December.
	YANGTZE	24th January.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. HONGKONG, December 28, 1903.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	KAISU	29th December.
MANILA	KAISU	30th December.
MANILA	CHINCHU	30th December.
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIKINS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	CHINCHU	10th December.

KOBE. The attention of Passengers is directed to the Superior Accommodation offered by these Steamers which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports. N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australia Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. HONGKONG, December 28, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE. STEAM FOR SINGAPORE, FIANZ, COLOMBO, ADEN, SUEZ, FORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG. PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; Also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SINGAPORE AND SOUTHAMPTON TO LAND PASSENGERS AND LOADING. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS IN RUSSIA.

Steamers.		Sailing Dates.	
KIAUSCHOU *	... ..	WEDNESDAY, 3d	
SACHSEN ... ..	... ..	WEDNESDAY, 20th	
BAIERN ... ..	... ..	WEDNESDAY, 3rd	
GERA ... ..	... ..	WEDNESDAY, 17th	
SEIDLITZ ... ..	... ..	WEDNESDAY, 2nd	
PRUSSEN ... ..	... ..	WEDNESDAY, 16th	
ROON ... ..	... ..	WEDNESDAY, 30th	
HAMBURG *	... ..	WEDNESDAY, 13th	
PRINZ HEINRICH	... ..	WEDNESDAY, 27th	
General American Line.			

ON WEDNESDAY, the 4th day of January, 1904, at Noon, the Steamship KLAUSCHOU, of the Hamburg-Amerika Linie, Captain BRENNER, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAGASAKI and GENOA. Shipping Orders will be issued till Noon, on Monday, the 4th January. Cargo and Specie will be received on Board until 5 p.m., on Tuesday, the 5th January, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 5th January. Contents of Packages are required. No Parcel Receipts to be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic Measurement. The Steamers have splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Norddeutscher Lloyd. For further Particulars, apply to Melchers & Co., Agents.

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamers	Tons.	Captains.	To Sail.
VICTORIA	3502	J. Truebridge	December 30.
LYRA	4417	J. V. William	January 20.
OLYMPIA	2837	A. Dixon	February 11.
SHAWMUT	3026	W. M. Smith	February 19.
TACOMA	3513	M. Ridley	February 26.
VICTORIA	3502	J. Truebridge	March 16.

* Have no second class accommodation. * Cargo only.

FOR MANILA. The largest, steadiest, and most comfortable steamers for Manila. S.S. SHAWMUT, 3026 tons, Capt. W. M. Smith, About 28th January. S.S. TREMONT, 3513 tons, Capt. T. W. Garlick, About 1st March.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The Twin-screw S.S. Shawmut and Tremont have just been fitted with superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage. PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information, Apply to DODWELL & CO., LIMITED, GENERAL AGENTS. QUEEN'S BUILDINGS, HONGKONG, December 21, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named:—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI	Regal	About 2nd January.	Freight and Passage.
LONDON, &c.	G. PHILLIPS	Neon, 2nd January.	See Special Advertisement.
SINGAPORE & BOMBAY	T. R. SUMMERS	About 8th January.	Freight only.
LONDON & ANTWERP, via SINGAPORE, PANG, CH'BO, PORT SAID & MARSEILLES	T. R. SUMMERS	About 7th January.	Freight and Passage.

* Calling at Penang if sufficient inducement offers. For further Particulars, apply to E. A. HEWETT, Superintendent. P. & O. S. N. Co.'s Office, HONGKONG, December 26, 1903.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1880	A. H. Nottley	Amoy, Manila, Dec. 28, at Noon.	
ZAFIRO	2540	R. Rodger	Manila Direct Jan. 2, at 10 a.m.	
RUBI	2540	R. W. Almond	Manila Direct Jan. 9, at 10 a.m.	

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers. HONGKONG, December 26, 1903.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSWI, VIA SWATOW, AND AMOY.	DAIJIN MARU, T. OGATA,	TUESDAY, 29th December, 1903.
ANPING, VIA SWATOW AND AMOY.	MAIDZURU MARU, T. SAITO,	SUNDAY, 3rd January, 1904.
TAMSWI, VIA SWATOW AND AMOY.	DAIGI MARU, T. W. GROVES,	TUESDAY, 5th January, 1904.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried. By the Co.'s Steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's Steamers from Shanghai.

For Freight, Passage, and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager. HONGKONG, December 26, 1903.

TOYO KISEN KAISHA
(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROSETTA MARU, 2830 Tons, Captain H. S. SAURI, will be despatched for MANILA on TUESDAY, the 29th December, at 11 a.m.

To be followed by the ROHILLA MARU on the 2nd January. Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried. For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, Ice House Street. K. NAKASHIMA, Manager. HONGKONG, December 23, 1903.

GLEN LINE OF STEAMSHIPS.

FOR LONDON AND ANTWERP. THE Steamship GLENFARG. Captain HOLMAN, will be despatched as above on SATURDAY, the 9th January, 1904.

For Freight, apply to MCGREGOR BROS. & GOW. HONGKONG, December 17, 1903.

AUSTRIAN NAVIGATION COMPANY.

FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venetian Adriatic Ports).

THE Company's Steamship VINDOBONA, Captain CONZ, will leave for the above places on THURSDAY, the 14th of January, p.m.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents, Prince's Buildings. HONGKONG, December 21, 1903.

THE Steamship AUSTRALIAN, Captain MORRIS, will be despatched for the above Ports on WEDNESDAY, the 13th January, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. The Steamer is installed throughout with the Electric Light. A Stewardess and a duly qualified Surgeon are carried. N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. HONGKONG, December 24, 1903.

Shipping.

COMPAGNIE DES MESSAGERIES
MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship POLYNESIE, Captain LE COUSSEUR, will be despatched for the above ports on or about WEDNESDAY, the 30th December.

G. DE CHAMPEAUX, Agent. HONGKONG, December 23, 1903.

THE 'SHIRE' LINE.

FOR LONDON AND HAMBURG. THE Company's Steamship FLINTSHIRE, Captain J. M. HAYDEN, will be despatched for the above Ports on SATURDAY, 2nd January, 1904.

FOR LONDON, HAVRE AND HAMBURG. THE Company's Steamship DENBIGHSHIRE, Captain W. A. EVANS, will be despatched for the above ports on or about FRIDAY, the 16th January; to be followed by the Steamship RADNORSHIRE.

Captain C. H. BURCH, on or about SATURDAY, the 30th January, 1904. These Steamers have Superior Accommodation for Passengers.

For Freight or Passage, apply to SHEWAN, TOMES & CO., Agents. HONGKONG, December 22, 1903.

COMPAGNIE DES MESSAGERIES
MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE. STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE BORDEAUX; Also PORTS OF BRAZIL & RIVER PLATE.

ON TUESDAY, the 29th December, 1903, at 1 p.m., the Company's Steamship SALAZAR, Captain NEORE, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port for MARSEILLES, via Ports of Call, without TRANSHIPMENT.

Cargo and Specie will be registered in London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon only on Monday, the 28th December. Specie and Parcels received until 4 p.m. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and value of Packages are required.

For further particulars, apply at the Company's Office. G. DE CHAMPEAUX, Agent. HONGKONG, December 18, 1903.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship SIMLA, Captain F. R. SUMMERS, carrying His Majesty's Mails, will be despatched from this Port for BOMBAY, on SATURDAY, the 2nd January, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed to Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent. HONGKONG, December 21, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at PHILIPPINE PORTS)

PROPOSED SAILINGS FROM HONGKONG. To SAIL, 1904.

SIKH About Jan. 12.

SAGAMI Jan. 26.

AFRIDI Feb. 9.

For Freight and further information, Apply to DODWELL & CO., LTD., Agents. HONGKONG, December 23, 1903.

FOR ODESSA, VIA BOMBAY.

THE Russian Steamer HELMANN LERCHER, to be despatched on or about FRIDAY, the 16th January.

For Freight, apply to BRADLEY & Co., Agents. HONGKONG, December 23, 1903.

